



REGIONAL REVIEW NOTIFICATION

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax: 404.463.3105 • www.atlantaregional.com

DATE: Nov 20 2007

ARC REVIEW CODE: R711201

TO: Chairman Sam Olens
ATTN TO: John Pederson, Planner III
FROM: Charles Krautler, Director

NOTE: This is digital
signature. Original on file.

The Atlanta Regional Commission (ARC) has received the following proposal and is initiating a regional review to seek comments from potentially impacted jurisdictions and agencies. The ARC requests your comments related to the proposal not addressed by the Commission's regional plans and policies.

Name of Proposal: V @ Vinings

Review Type: Development of Regional Impact

Description: The proposed V@ Vinings is a mixed use development on 10.46 acres in Cobb County. The proposed development will consist of 600,800 square feet of office, 78,000 square feet of retail, 300 residential condominium units, and 150 senior adult units. Site access is proposed at three site driveways along Bert Adams Road and on Paces Ferry Road at the existing Paces West commercial driveway.

Submitting Local Government: Cobb County

Date Opened: Nov 20 2007

Deadline for Comments: Dec 4 2007

Earliest the Regional Review can be Completed: Dec 20 2007

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES ARE RECEIVING NOTICE OF THIS REVIEW:

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
CITY OF SMYRNA
COBB COUNTY SCHOOLS

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
CITY OF ATLANTA
CITY OF SANDY SPRINGS

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
FULTON COUNTY
CUMBERLAND CID

Attached is information concerning this review.

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. If the ARC staff does not receive comments from you by 2007-12-04 00:00:00, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

The ARC review website is located at: <http://www.atlantaregional.com/landuse> .



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DEVELOPMENT OF REGIONAL IMPACT

DRI- REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Development Center for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction in which the project is actually located, such as adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included on this form and give us your comments in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary Findings of the RDC: **V @ Vinings** *See the Preliminary Report .*

Comments from affected party (attach additional sheets as needed):

Individual Completing form:

Local Government:

Department:

Telephone: ()

Signature:

Date:

Please Return this form to:

Haley Fleming, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3311 Fax (404) 463-3254
hffleming@atlantaregional.com

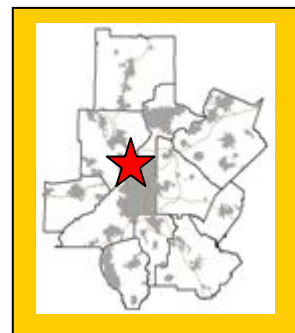
Return Date: Dec 4 2007

Preliminary Report:	November 20, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	V @ Vinings #1625
Final Report Due:	December 20, 2007		Comments Due By:	December 4, 2007

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:

The proposed V@ Vinings is a mixed use development on 10.46 acres in Cobb County. The proposed development will consist of 600,800 square feet of office, 78,000 square feet of retail, 300 residential condominium units, and 150 senior adult units. Site access is proposed at three site driveways along Bert Adams Road and on Paces Ferry Road at the existing Paces West commercial driveway.



PROJECT PHASING:

The project is being proposed in one phase with a project build out date 2014.

GENERAL

According to information on the review form or comments received from potentially affected governments:

Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.

The project site is currently zoned OI (office/institutional) and NS (neighborhood shopping). The proposed zoning for the site is RRC (regional retail commercial). The proposed development is consistent with the future land use plan for Cobb County, which designates the area as regional activity center.

Is the proposed project consistent with any potentially affected local government's comprehensive plan? If not, identify inconsistencies.

This will be determined based on comments received from potentially impacted local governments.

Will the proposed project impact the implementation of any local government's short-term work program? If so, how?

This will be determined based on comments received from potentially impacted local governments.

Will the proposed project generate population and/or employment increases in the Region? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

Yes, the proposed development would increase the need for services in the area for existing and future residents. Information submitted for the review states that the proposed development is expected to attract 615 residents and create approximately 2,384 new employment opportunities.

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What other major development projects are planned near the proposed project?

The ARC has reviewed other major development projects, known as Area Plan (1984 to 1991) or as a DRI (1991 to present), within a 2 mile radius of the proposed project.

YEAR	NAME
2007	The Village at Vinings
2005	Cumberland Blvd
2005	Paces Ferry Commons
2005	Cobb Performing Arts Center
2005	Regent Riverwood
2004	South Atlanta Rd Development
2002	One Galleria Walk
2001	Crescent Galleria Parkway
1997	Overton Park
1984	Radice Office Park

Will the proposed project displace housing units or community facilities? If yes, identify and give number of units, facilities, etc.

Based on information submitted for the review, the site is currently undeveloped.

Will the development cause a loss in jobs? If yes, how many?

No.

Is the proposed development consistent with regional plans and policies?

According to the Unified Growth Policy Map, the proposed development is located in an area designated as a mega corridor. Mega Corridors are defined as the most intensely developed radial corridors in the region.

The proposed development is located within a greater area that currently is dominated by office uses, resulting in an existing job to housing imbalance. Typically, to be balanced an area should have 1.5 jobs per household (JPH). This employment center has one of the severest jobs to housing imbalance in the metro region. This proposed development helps to rectify some of this imbalance by providing opportunities for individuals to live and work in close proximity to one another.

The proposed development includes 150 senior housing units. ARC encourages developments to that include senior components to allow for persons to age in place within their neighborhood. By 2030 1 in 5 residents in metro Atlanta will be over the age of 60. This proposed project will provide opportunities for individuals in the Vinings area to remain in the area in the future.

The proposed development includes a mix of uses throughout the site. It is important that these uses are interconnected by adequate pedestrian paths where appropriate.

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PRELIMINARY REPORT

Regional Development Plan Policies

1. Provide sustainable economic growth in all areas of the region.
2. Encourage new homes and jobs within existing developed areas of the region, focusing on principal transportation corridors, the Central Business District, activity centers, and town centers.
3. Increase opportunities for mixed use development, transit-oriented development, infill, and redevelopment.
4. At strategic regional locations, plan and retail industrial and freight land uses.
5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.
6. Promote the reclamation of Brownfield development sites.
7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities to grow.
8. Encourage a variety of homes styles, densities, and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.
9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options, and provide an appropriate mix of uses and housing types.
10. Promote sustainable and energy efficient development.
11. Protect environmentally-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors.
12. Increase the amount, quality, and connectivity, and accessibility of greenspace.
13. Provide strategies to preserve and enhance historic resources
14. Through regional infrastructure planning, limit growth in undeveloped areas of the region
15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.
16. Inform and involve the public in planning at regional, local, and neighborhood levels.
17. Coordinate local policies and regulations to support Regional Policies
18. Encourage the development of state and regional growth management policy.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.

Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.

Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.

Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.



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Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.

Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.

Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.

Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.

Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.

Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.

Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.

Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.

Practice 4: Keep speeds on local streets down to 20 mph.

Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).

Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.

Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.

Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.

Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.

Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.

Practice 11: Incorporate transit-oriented design features.

Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.

Practice 2: Channel development into areas that are already disturbed.

Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.

Practice 4: Design around significant wetlands.

Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.

Practice 6: Preserve significant uplands, too.

Practice 7: Restore and enhance ecological functions damaged by prior site activities.

Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.

Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

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Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.

Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer “life cycle” housing. Providing integrated housing for every part of the “life cycle.”

Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.

Practice 4: Design of energy-saving features. Natural shading and solar access.

Practice 5: Supply affordable single-family homes for moderate-income households.

Practice 6: Supply affordable multi-family and accessory housing for low-income households.

Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.

Practice 8: Mix housing to the extent the market will bear.

LOCATION

Where is the proposed project located within the host-local government's boundaries?

The proposed development is located to the north of the intersection of Paces Ferry Road, Boulevard Hills Drive, and Paces West commercial driveway.

Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.

The proposed development is entirely within the Cobb County’s jurisdiction. The proposed development is less than two miles from the City of Atlanta, and the City of Smyrna.

Will the proposed project be located close to land uses in other jurisdictions that would benefit, or be negatively impacted, by the project? Identify those land uses which would benefit and those which would be negatively affected and describe impacts.

This will be determined based on comments received from potentially impacted local governments.

ECONOMY OF THE REGION

According to information on the review form or comments received from potentially affected governments:

What new taxes will be generated by the proposed project?

Estimated value of the development is \$310,832,000 with an expected \$3,698,901 in annual local tax revenues.

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How many short-term jobs will the development generate in the Region?

Short-term jobs will depend upon construction schedule.

Is the regional work force sufficient to fill the demand created by the proposed project?

Yes.

In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?

To be determined during the review.

NATURAL RESOURCES

Will the proposed project be located in or near wetlands, groundwater recharge area, water supply watershed, protected river corridor, or other environmentally sensitive area of the Region? If yes, identify those areas.

Watershed Protection and Stream Buffers

The project property is within the Chattahoochee River Corridor watershed, but it is not within the 2000-foot Chattahoochee River Corridor. It is within the water supply watershed portion of the Chattahoochee watershed. This watershed area is a large water supply watershed as defined under the Part 5 Criteria of the 1989 Georgia Planning Act. The only criteria that apply in a large (more than 100 square miles) basin without a water supply reservoir are requirements for hazardous waste handling, storage and disposal.

The USGS regional coverage shows no streams on or near the project property. Any unmapped streams on the property will be subject to the requirements of the Cobb Stream Buffer ordinance. Any state waters that may be on the property are subject to the State 25-foot erosion and sedimentation buffer requirements. Any proposed work in those buffers must conform to the state E & S requirements and must be approved by the appropriate agency.

Storm Water/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants produced after the construction of the entire proposed development, based on the submitted site plan. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr). The loading factors are based on the results of regional storm water monitoring data from the Atlanta Region. Impervious surface amounts typically found for each land use in the Atlanta Region were used. Actual impervious surface may vary depending on the overall density of the development. The following table summarizes the results of the analysis.

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Estimated Pounds of Pollutants Per Year

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	<u>BOD</u>	TSS	Zinc	Lead
Commercial	10.46	17.89	182.00	1129.68	10282.18	12.87	2.30
TOTAL	10.46	17.89	182.00	1129.68	10282.18	12.87	2.30

Total Percent Impervious: 85%

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

HISTORIC RESOURCES

Will the proposed project be located near a national register site? If yes, identify site.

None have been identified.

In what ways could the proposed project create impacts that would damage the resource?

Not applicable.

In what ways could the proposed project have a positive influence on efforts to preserve or promote the historic resource?

Not applicable.

INFRASTRUCTURE

Transportation

How many site access points will be associated with the proposed development? What are their locations?

The site proposes to have a total of four access points. One full access driveway is proposed along Paces Ferry Road and three full access site driveways are proposed along Bert Adams Road.

How much traffic (both average daily and peak am/pm) will be generated by the proposed project?

A&R Engineering, Inc. performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

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Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Shopping Center 78,000 SF	82	53	135	255	276	531	5,778
General Office 600,800 SF	693	94	787	128	624	752	5,306
Residential Condominium/ Townhouse 300 Units	21	103	124	99	49	148	1,633
Senior Adult Housing 150 Units	5	7	12	10	7	17	522
<i>Mixed-Use Reductions</i>	-6	-6	-12	-71	-71	-142	1,625
<i>Alternative Mode Reductions</i>	-16	-5	-21	-7	-16	-23	-193
<i>Pass-By Reductions</i>	-0	-0	-0	-95	-98	-193	-1,932
TOTAL NEW TRIPS	779	246	1,025	320	771	1,091	9,489

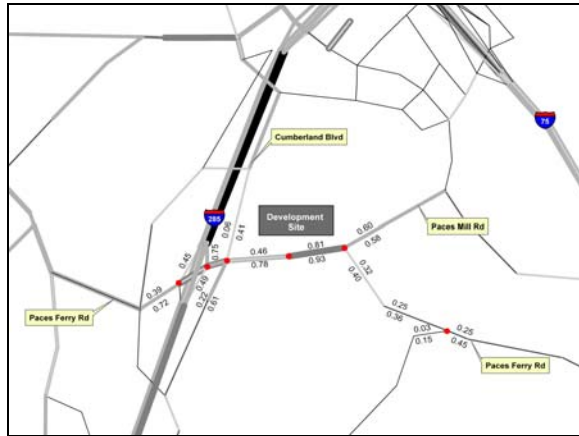
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which has been approved by ARC and GRTA. If analysis of an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

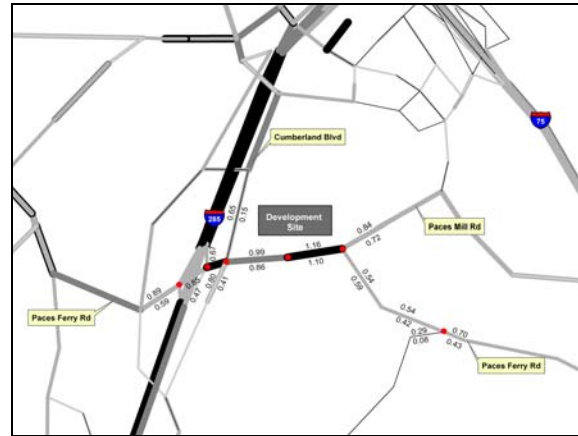
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

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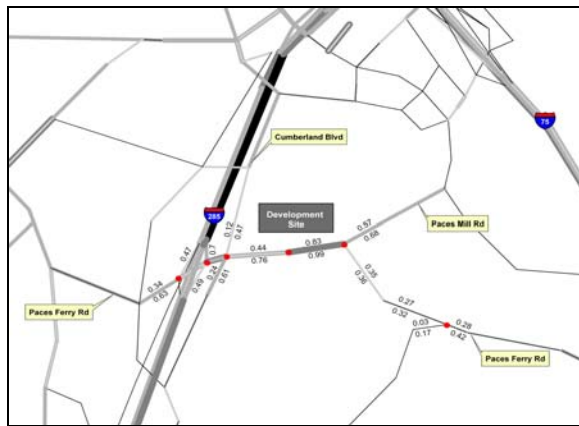
V/C Ratios



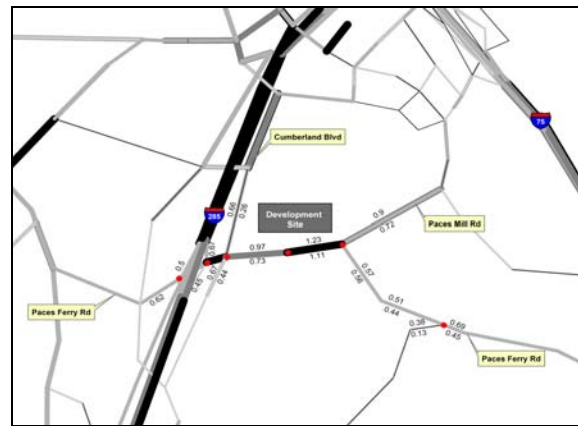
2010 AM Peak



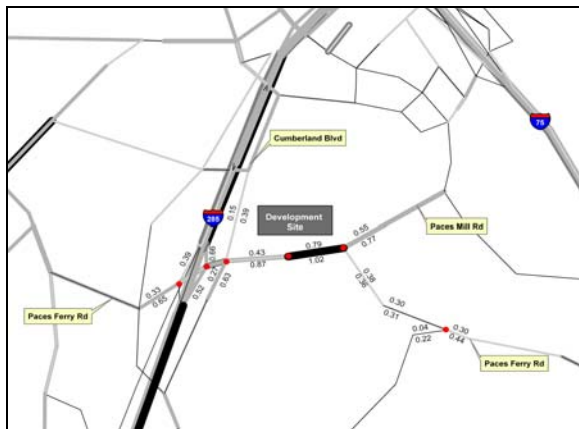
2010 PM Peak



2020 AM Peak



2020 PM Peak



2030 AM Peak



2030 PM Peak

Legend	
AM/PM Peak V/C Ratio	LOS A: 0 - 0.3 LOS B: 0.31 - 0.5 LOS C: 0.51 - 0.75 LOS D: 0.76 - 0.90 LOS E: 0.91 - 1.00 LOS F: 1.01+

For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 AM/PM peak volume data generated from ARC's 20-county travel demand model utilizing projects from Mobility 2030 and the FY 2006-2011 TIP. The 20-county networks are being used since they consist of the most up to date transportation networks and data. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses,

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volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

List the transportation improvements that would affect or be affected by the proposed project.

2006-2011 TIP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AR-909A	Northwest Corridor Phase II from City of Marietta to Cumberland Galleria Transfer Center	Arterial Bus Rapid Transit	2016
AR-909B	Northwest Corridor Phase II from Cumberland Galleria Transfer Center to MARTA Arts Center Station in City of Atlanta	Arterial Bus Rapid Transit	2016
AR-H-302	I-285 West from I-20 West in City of Atlanta to I-75 North in Cobb County	HOV Lanes	2026
CO-231	US 41 (Cobb Pkwy) from Paces Mill Road to Akers Mill Road	General Purpose Roadway Capacity	2011
CO-355	Atlanta Road at Paces Ferry Road	Roadway Operational Upgrades	2010
CO-370	Herms Bridge Road at Chattahoochee River	Pedestrian Facility	2008

2030 RTP*

ARC Number	Route	Type of Improvement	Scheduled Completion Year
AT-012	US 41 (Northside Pkwy) from Paces Mill Road to Mount Paran Road	General Purpose Roadway Capacity	2015

**The ARC Board adopted the 2030 RTP and FY 2006-2011 TIP on June 8, 2007.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Village at Vinings.

According to the findings, there will be some capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

Cumberland Parkway / Paces Ferry Road

- Add an additional westbound left turn lane on Paces Ferry Road creating dual left turn lanes. This improvement can be accommodated within the existing striped gore area on Paces Ferry Road westbound.
- Change the eastbound right turn phasing on Paces Ferry Road to permissive + overlap phasing.
- Restripe the existing southbound through lane, which is currently a shared through / right turn lane, to be a dedicated through lane.

Paces Ferry Road / Overlook Parkway / Commercial Driveway



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- Remove the northbound and southbound split phasing.
- Add a westbound through lane on Paces Ferry Road.

Paces Ferry Road / Woodland Brook Drive

- Change the northbound right turn phasing to permissive + overlap phasing.

Paces Ferry Road / Paces Mill Road / Mountain Street

- Provide split phasing for the northbound and southbound approaches
- Provide permissive + overlap phasing for the eastbound right turn movement
- Add a westbound left turn lane on Paces Mill Road
- Add a northbound left turn lane on Paces Ferry Road

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

The following recommendations are in addition to those in the no-build analysis:

Paces Ferry Road / Woodland Brook Drive

- Add a dedicated eastbound right turn lane on Paces Ferry Road.

Paces Ferry Road / Paces Mill Road / Mountain Street

- Add a northbound left turn lane on Paces Ferry Road and allow left turns from a shared left / through / right turn lane.

Paces Ferry Road / New Paces Ferry Road / Taz Anderson Realty Co. Driveway

- Add an eastbound through lane on Paces Ferry Road.
- Add a westbound through lane on Paces Ferry Road.

Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?

Cobb County Transit bus route 70 currently serves the proposed site. The bus stop is located on Cumberland Parkway just south of Bert Adams Road.

What transportation demand management strategies does the developer propose (carpool, flex-time, transit subsidy, etc.)?

None proposed.

The development **PASSES** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Office is dominant, 10% Residential	9%	9%



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and 10% Retail		
w/in 1/4 mile of Bus Stop (CCT, MARTA, Other)	3%	3%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total		17%

What are the conclusions of this review? Is the transportation system (existing and planned) capable of accommodating these trips?

Based on the traffic analysis completed by A&R Engineering, Inc. and projected traffic volumes derived from the ARC Travel Demand Model (TDM), the transportation system is not fully capable of accommodating the new trips generated by the proposed development and maintaining acceptable LOS standards at the studied intersections.

The ARC concludes that the improvements recommended in the traffic analysis are needed and should be implemented to maintain or improve LOS standards on surface streets in the vicinity of the proposed development.

The ARC makes the following recommendations for the proposed development consistent with adopted local and regional plans:

- To be determined upon completion of review.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 0.267 MGD.

Which facility will treat wastewater from the project?

The RL Sutton facility will provide wastewater treatment for the proposed development.

What is the current permitted capacity and average annual flow to this facility?

The capacity of the RL Sutton site is listed below:

PERMITTED CAPACITY MMF, MGD₁	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS

Preliminary Report:	November 20, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	V @ Vinings #1625
Final Report Due:	December 20, 2007		Comments Due By:	December 4, 2007

No flow limit	40	35	47	-7	Expansion of facilities to 60 mgd under construction; permit at 50 mgd must be secured.	
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MMF: Maximum Monthly Flow. Mgd: million of gallons per day.

¹ Source: Metropolitan North Georgia Water Planning District **SHORT-TERM WASTEWATER CAPACITY PLAN**, August 2002.

What other major developments will be served by the plant serving this project?

ARC has reviewed a number of developments that will be served by this plant.

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.267 MGD based on regional averages.

How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

INFRASTRUCTURE

Solid Waste

How much solid waste will be generated by the project? Where will this waste be disposed?

Information submitted with the review 1,733 tons of solid waste per year.

Will the project create any unusual waste handling or disposal problems?

No.

Are there any provisions for recycling this project's solid waste?

None stated.

INFRASTRUCTURE

Other facilities

According to information gained in the review process, will there be any unusual intergovernmental impacts on:

- Levels of governmental services?

Preliminary Report:	November 20, 2007	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	V @ Vinings #1625
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- **Administrative facilities?**
- **Schools?**
- **Libraries or cultural facilities?**
- **Fire, police, or EMS?**
- **Other government facilities?**
- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

To be determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the project will provide an additional 450 housing units.

Will the proposed project provide housing opportunities close to existing employment centers?

Yes, once developed, this project will provide housing opportunities for existing employment centers.

Is there housing accessible to the project in all price ranges demanded?

The site proposed for the development is located in Census Tract 312.03. This tract had an 12.5 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 53 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a variety of housing options around the development area.

Is it likely or unlikely that potential employees of the proposed project will be able to find affordable* housing?

Likely, considering there are additional housing opportunities within the six mile area of influence.

* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of \$51,649 for family of 4 in Georgia.

Developments of Regional Impact

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DRI #1625

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government: Cobb

Individual completing form: John P. Pederson

Telephone: 770-528-2024

E-mail: john.pederson@cobbcounty.org

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project: V at Vinings

Location (Street Address, GPS Coordinates, or
Legal Land Lot Description): District 17; Land Lot 885

Brief Description of Project: Mixed use development consisting of 78,000 square-feet of retail, 82,000 square-feet of office; 300 residential units; 150 senior living units; and 518,500 square-feet of future office space.

Development Type:

(not selected)	Hotels	Wastewater Treatment Facilities
Office	Mixed Use	Petroleum Storage Facilities
Commercial	Airports	Water Supply Intakes/Reservoirs
Wholesale & Distribution	Attractions & Recreational Facilities	Intermodal Terminals
Hospitals and Health Care Facilities	Post-Secondary Schools	Truck Stops
Housing	Waste Handling Facilities	Any other development types
Industrial	Quarries, Asphalt & Cement Plants	

If other development type, describe:

Project Size (# of units, floor area, etc.):		See above	
Developer:		D & A Investment Group, LLC;	
Mailing Address:		C/o John Moore; 192 Anderson Street	
Address 2:			
		City:Marietta State: GA Zip:30062	
Telephone:		770-429-1499	
Email:		jmoore@mijs.com	
Is property owner different from developer/ applicant?		(not selected) Yes No	
If yes, property owner:			
Is the proposed project entirely located within your local government's jurisdiction?		(not selected) Yes No	
If no, in what additional jurisdictions is the project located?			
Is the current proposal a continuation or expansion of a previous DRI?		(not selected) Yes No	
If yes, provide the following information:		Project Name:	
		Project ID:	
The initial action being requested of the local government for this project:		Rezoning Variance Sewer Water Permit Other	
Is this project a phase or part of a larger overall project?		(not selected) Yes No	
If yes, what percent of the overall project does this project/phase represent?			

Estimated Project Completion Dates:

This project/phase: 2014
Overall project: 2014

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DRI #1625

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the [Rules for the DRI Process](#) and the [DRI Tiers and Thresholds](#) for more information.

Local Government Information

Submitting Local Government:	Cobb
Individual completing form:	John P. Pederson
Telephone:	770-528-2024
Email:	john.pederson@cobbcounty.org

Project Information

Name of Proposed Project:	V at Vinings
DRI ID Number:	1625
Developer/Applicant:	D & A Investment Group, LLC;
Telephone:	770-429-1499
Email(s):	jmoore@mijs.com

Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	(not selected)	Yes	No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	(not selected)	Yes	No

If no, the official review process can not start until this additional information is provided.

Economic Development

Estimated Value at Build-Out:	\$310,832,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	\$3,698,901

Is the regional work force sufficient to fill the demand created by the proposed project?	(not selected) Yes No
Will this development displace any existing uses?	(not selected) Yes No
If yes, please describe (including number of units, square feet, etc): A portion of the site is currently being used for 149 surface parking spaces by adjacent office building. See Supplemental Information and site plan for details.	
Water Supply	
Name of water supply provider for this site:	Cobb County Water System
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.267
Is sufficient water supply capacity available to serve the proposed project?	(not selected) Yes No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	(not selected) Yes No
If yes, how much additional line (in miles) will be required? N/A - waterline is available at the site. See Supplemental Information for details.	
Wastewater Disposal	
Name of wastewater treatment provider for this site:	Cobb County
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.232 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	(not selected) Yes No
If no, describe any plans to expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	(not selected) Yes No
If yes, how much additional line (in miles) will be required?Not Applicable. Sewer is available at the site. See Supplemental Information for details.	
Land Transportation	
How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	9,683 24 hr. 2-way trips with reductions or 1,113 p.m. peak trips
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	(not selected) Yes No
Are transportation improvements needed to serve this project?	(not selected) Yes No
If yes, please describe below:All recommended transportation improvements are described in detail in a Traffic Study by A&R Engineering, Inc. as a supplement to this form.	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	1,733 tons/yr.
Is sufficient landfill capacity available to serve this proposed project?	(not selected) Yes No
If no, describe any plans to expand existing landfill capacity:	
Will any hazardous waste be generated by the development?	(not selected) Yes No
If yes, please explain:	

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	70.9%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:The site plan includes adequate buffers as well as above ground water quality ponds/swales and an underground detention facility to mitigate stormwater impacts.	

Environmental Quality

Is the development located within, or likely to affect any of the following:

1. Water supply watersheds?	(not selected) Yes No
2. Significant groundwater recharge areas?	(not selected) Yes No
3. Wetlands?	(not selected) Yes No
4. Protected mountains?	(not selected) Yes No
5. Protected river corridors?	(not selected) Yes No
6. Floodplains?	(not selected) Yes No
7. Historic resources?	(not selected) Yes No
8. Other environmentally sensitive resources?	(not selected) Yes No

If you answered yes to any question above, describe how the identified resource(s) may be affected:

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